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B. CONTRIBUTING CAUSES, LANDING CROSSWIND CONDITION, THIS
CONTRIBUTED TO THE POOR LANDING AND SUBSEQUENT LOSS OF DIRECTIONAL
CONTROL WHICH LED TO THE PILOT'S DECISION TO INITIATE THE GO-ABOUND
COORDINATING OFFICERS

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THAT EVENTUALLY RESULTED IN THE AIRCRAFT ACCIDENT.

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RECONGENDATIONS

- A. RECOMMEND THE PILOT'S HANDBOOK (DASH OWE) HE AMENDED TO INCLUDE THE FOLLOWING:
 - 1. INCLUDE THE FOLLOWING WARNING ON PAGE 2-27 BELOW PIGURE 2-5 OF THE PILOT'S HANDBOOK:

WARNING

OF DIRECTIONAL CONTROL IS EVIDENT, GO-AROUND SHOULD NOT BE INITIATED. THE AIRCRAFT NIGHT BECOME AIRBORNE IN A STALLED CONDITION FROM WHICH RECOVERY MAY NOT BE POSSIBLE.

- B. RECOMMEND THE COMPLETE CIRCUMSTANCES AND ALL KNOWN ASPECTS
 OF THIS ACCIDENT BE HADE AVAILABLE TO ALL PROJECT PILOTS AND THAT
 ALL U-SR PILOTS BE AGAIN REBRIEFED ON PROPER U-2R LANDING PROCEDURSS IN CROSSWIND COMDITIONS.
- C. WEILE NOT CONTRIBUTING TO THIS ACCIDENT, THE INVESTIGATING BOARD FEELS THAT AN IMPROVED CENTRALIZED WIND MEASURING SYSTEM IS

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		OF THIS ACCIDENT WITH ALL PROJECT PILOTS AND	I	MSURE THA	r al	L .	•
		U-22 PILOTS ARE AGAIN REBRIEFED ON PROPER U-	2 A	LANDING	PROC	EDURES	
		IN CROSSVIND CONDITIONS, ADVISE PROJ HQS WH	EN	ACCIDENT	REV	'IEW	
		AND RESTRETING OF ALL U-2R PILOTS IS COMPLET	E,				
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		AS APPROPRIATE, REQUEST ACCIDENT CI	RÇ	unstances			
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		DRIEFINGS OF ALL U-2R PILOTS.				11.1	ECID
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		REQUEST YOU INITIATE NECESSARY ACTION TO INC	LU	DE THE PO	LLOW	ING	
		WARNING ON PAGE 2-27 OF THE U-2R PILOT'S HAN	D 9	OOK :			

WARNING

OF DESIRED GROUND TRACK CAN NOT BE MAINTAINED, OR LOSS OF DIRECTIONAL CONTROL IS EVIDENT, GO-AROUND SHOULD NOT BE INITIATED. THE AIRCRAFT MIGHT BECOME AIRBORNE IN A

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PLEASE ADVISE PROJ HQS AS TO COMPLETION THIS ACTION.

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